

MINUTES OF THE  
MAG MANAGEMENT COMMITTEE MEETING  
November 7, 2012  
MAG Office, Saguaro Room  
Phoenix, Arizona

MEMBERS ATTENDING

- |  |  |
|--|--|
| David Cavazos, Phoenix, Chair              | * Bill Hernandez, Guadalupe              |
| Dr. Spencer Isom, El Mirage, Vice Chair    | Darryl Crossman, Litchfield Park         |
| # George Hoffman, Apache Junction          | Christopher Brady, Mesa                  |
| Charlie McClendon, Avondale                | Jim Bacon, Paradise Valley               |
| David Johnson for Stephen Cleveland,       | Carl Swenson, Peoria                     |
| Buckeye                                    | # John Kross, Queen Creek                |
| * Gary Neiss, Carefree                     | Kent Andrews for Bryan Meyers, Salt      |
| Wayne Anderson for Usama Abujbarah,        | River Pima-Maricopa Indian Community     |
| Cave Creek                                 | Dan Worth, Scottsdale                    |
| Patrice Kraus for Rich Dlugas, Chandler    | Chris Hillman, Surprise                  |
| * Phil Dorchester, Fort McDowell Yavapai   | Charlie Meyer, Tempe                     |
| Nation                                     | # Reyes Medrano, Tolleson                |
| # Ken Buchanan, Fountain Hills             | Joshua Wright, Wickenburg                |
| Rick Buss, Gila Bend                       | Lloyce Robinson, Youngtown               |
| * David White, Gila River Indian Community | Floyd Roehrich for John Halikowski, ADOT |
| Patrick Banger, Gilbert                    | Clem Ligocki for Tom Manos, Maricopa Co. |
| Horatio Skeete, Glendale                   | Steve Banta, Valley Metro/RPTA           |
| Brian Dalke, Goodyear                      |  |

\* Those members neither present nor represented by proxy.

# Participated by telephone conference call.      + Participated by videoconference call.

1.     Call to Order

The meeting of the MAG Management Committee was called to order by Chair David Cavazos at 12:00 p.m.

2.     Pledge of Allegiance

The Pledge of Allegiance was recited.

Ken Buchanan, John Kross, George Hoffman, and Reyes Medrano joined the meeting via teleconference.

Chair Cavazos noted that for agenda item 5B, a revised summary transmittal was at each place. The Prior Committee Actions section of the summary transmittal was revised to add the name of the Queen Creek representative on the Bicycle and Pedestrian Committee.

Chair Cavazos announced that public comment cards were available to members of the public who wish to comment. Chair Cavazos noted that parking validation for those who parked in the MAG parking garage was available from staff and transit tickets were available from Valley Metro/RPTA for those using transit to come to the meeting.

3. Call to the Audience

Chair Cavazos stated that Call to the Audience provides an opportunity to the public to address the Management Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non-action agenda items that are on the agenda for discussion or information only. Chair Cavazos noted that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard. Public comments have a three minute time limit. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Committee requests an exception to this limit.

Chair Cavazos recognized public comment from Dianne Barker, who spoke about cleaning up the transit stops. She stated that she cleans the areas while she is waiting for public transit. Ms. Barker suggested that citizens will help with cleaning efforts. Chair Cavazos thanked Ms. Barker for her comments.

4. Executive Director's Report

Dennis Smith, MAG Executive Director, reported on items of interest in the MAG region. He reported that the Executive Committee, the Economic Development Committee and the Thunderbird School of Global Management held a meeting on Arizona/Mexico small and medium business connections on October 16, 2012, at the MAG office. Mr. Smith stated that the goal was to increase export growth through establishing business connections between Sonora and business in the MAG region. He stated that the Sonoran representatives have inquired if MAG would like them to come up here for a meeting and letters went out yesterday. Mr. Smith stated that one idea for the meeting is to expand the December Economic Development Committee meeting, and perhaps hold it offsite and invite other business organizations, such as GPEC or Westmarc.

Mr. Smith stated that MAG has been working with Anna Flaaten of the Arizona Export Council. He noted that MAG staff, Samantha Santaella, who previously worked at the Mexican consulate, is available to assist member agencies with cross cultural training. Mr. Smith added that she will make site visits to communities and work with staff.

Mr. Smith showed the slide developed by the East Valley Partnership that showed Mexico is Arizona's number one trade partner. He displayed a graph that showed Texas has a higher rate of growth in imports from Mexico than Arizona.

Mr. Smith stated that a Nogales Supplier Expo is scheduled for November 15, 2012, in Nogales, Sonora. He said that MAG has been working on getting out the word on this event and he asked members to forward to MAG staff the names of businesses that should be invited. Mr. Smith stated that they are trying to develop connections and increase Arizona's competitiveness in a global hub.

Mr. Smith stated that the Mexico Auto Industry conference will be held on December 5-6, 2012, in Mexico. He noted that almost every major automobile manufacturer has a factory in Sonora, Mexico. Mr. Smith stated that another event in Mexico being planned is the Aerospace Engine Forum in Sonora on May 14-15, 2013. He noted that one of the sponsors is the Arizona Commerce Authority, and there are significant aerospace interests in this region.

Mr. Smith provided an update on the Economic Development Committee. He stated that a presentation on the MAG Freight Transportation Framework Study recommendations was given at the October 30, 2012, Joint Planning Advisory Council meeting, which was attended by 117 people. He noted that members will be able to take back to their communities the findings of the study, see what is feasible, and then discuss implementation at a retreat in March 2013. Mr. Smith stated that a presentation of the recommendations is scheduled for the January Management Committee meeting.

Mr. Smith spoke of Utah's political alignment that enabled them to accomplish projects in the Wasatch Front. He noted that Utah has financing tools not available here. Mr. Smith stated that the Arizona-Mexico corridor is the same type of linear corridor and could be this region's Wasatch Front. Mr. Smith requested that Management Committee members have a discussion with their elected officials to see if there is political will to establish some of the tools in use in other regions.

Mr. Smith stated that he attended the Western High Speed Rail Alliance meeting and they were given a tour of Denver's Union Station. He noted that a special authority was created to revitalize private development of the station and surrounding area. Mr. Smith stated that Denver is pursuing higher paying, higher quality jobs through a better quality of life it is creating.

Mr. Smith displayed the distressed properties map of March 2010, when foreclosed and pending foreclosure homes totalled more than 63,000. He noted that significant progress has been made and showed the newly updated distressed properties map of September 2012, with foreclosures and pending foreclosures totalling slightly over 19,000. Mr. Smith stated that the situation is improving, but he questioned whether this region's economy could return to a housing economy when home building starts back up. He added that this could be discussed at the January freight study presentation.

Chair Cavazos thanked Mr. Smith for his report. No questions for Mr. Smith were noted.

## 5. Approval of Consent Agenda

Chair Cavazos stated that agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J were on the Consent Agenda.

Chair Cavazos recognized public comment from Ms. Barker, who expressed that she supports the movement of freight and people and she was glad work was ongoing to identify the places that need improvement. She said that she attended the public meeting on the Interstate 11 study, which includes freight, but she did not hear much about it being multimodal. Ms. Barker stated that there may be innovative ways to move people and freight that have not yet been developed. She said that her hope is that the engineers will work for the public and she recalled a saying, "An engineer's dream is when the public butts out." Ms. Barker stated that multimodal feels good. Chair Cavazos thanked Ms. Barker for her comments.

Chair Cavazos asked members if they had questions or requests to hear a presentation on any of the agenda items.

Mr. Brady asked if the language for agenda item #5B could be clarified. He said that the item was fine, but the narrative could be improved to add detail. Mr. Brady said that he would move to recommend approval of consent agenda items #5A, #5B, #5C, #5D, #5E, #5F, #5G, #5H, #5I, and #5J, with that change. Mr. Hillman seconded. Chair Cavazos asked if there was any discussion of the motion. Being none, the vote on the motion passed unanimously.

5A. Approval of the October 3, 2012, Meeting Minutes

The MAG Management Committee, by consent, approved the October 3, 2012, meeting minutes.

5B. Consultant Selection for the MAG Bicycle Count Project

The MAG Management Committee, by consent, recommended approval of Chen Ryan Associates to conduct the MAG Bicycle Count Project for an amount not to exceed \$96,000. The Fiscal Year (FY) 2013 MAG Unified Planning Work Program and Annual Budget includes \$96,000 to develop a methodology and conduct a bicycle count in the region. The project will gather data which will be incorporated into the MAG performance measures, MAG safety and MAG modeling programs. A Request for Proposals was issued on August 21, 2012. MAG received proposals from four firms on September 20, 2012. A multi-jurisdictional proposal evaluation team met on October 9, 2012, to review and analyze the proposals and recommended to MAG the selection of Chen Ryan Associates to conduct the MAG Bicycle Count Project. On October 23, 2012, the MAG Bicycle and Pedestrian Committee recommended approval of the selection of Chen Ryan Associates to conduct the MAG Bicycle Count Project.

5C. Project Changes - Amendment and Administrative Modification to the FY 2011-2015 MAG Transportation Improvement Program

The MAG Management Committee, by consent, recommended approval of amendments and administrative modifications to the Fiscal Year (FY) 2011-2015 MAG Transportation Improvement Program, Arterial Life Cycle Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The FY 2011-2015 Transportation Improvement Program and Regional Transportation Plan 2010 Update were approved by the MAG Regional Council on July 28, 2010, and have been modified twenty times with the last modification approved by the MAG

Regional Council on September 26, 2012. Since then, there is a need to modify projects in the programs. The request includes changes to freeway, highway safety, roadway, Safe Routes to Schools, and transportation enhancement projects. The changes included may be categorized as exempt from conformity determinations, and administrative modifications do not require a conformity determination. On October 25, 2012, the Transportation Review Committee (TRC) recommended approval. Since the TRC meeting, two projects were added to the list of proposed changes which include the new intersection projects at Grand Avenue and Bell Road in Surprise and at Grand Avenue and Thompson Ranch Road in El Mirage. These two projects were included in the Proposition 400 project for improvements on Grand Avenue from L101 to L303.

5D. Contract Amendment for the MAG Freight Transportation Framework Study

The MAG Management Committee, by consent, recommended approval to amend the Parsons Brinckerhoff contract by \$50,000 to be used in the Freight Transportation Framework Study. In May 2012, the Regional Council approved the FY 2013 MAG Unified Planning Work Program (UPWP) and Annual Budget, which included the MAG Freight Transportation Framework Study. The goal of the study was to identify freight related economic development opportunities in the Sun Corridor. The current MAG Freight Transportation Framework Study and scope of work are in the final stages of completion. The MAG Economic Development Committee has requested an economic development retreat for the Sun Corridor on March 6, 2013, to seek alignment of the ideas in the study with the Sun Corridor representatives. It has been requested that the MAG and Parsons Brinckerhoff freight team present the freight study recommendations with supporting materials at this retreat. The additional work for this retreat exceeds the current scope of work and budget, therefore, an amendment to the current freight study contract in the amount of \$50,000 is requested to complete this work.

5E. Salt River Pima-Maricopa Indian Community Project Change Request

The MAG Management Committee, by consent, recommended approval of the changes to the Salt River Pima-Maricopa Indian Community project as described, and for the related amendments and modifications to the FY 2011-2015 MAG Transportation Improvement Program, and as appropriate, to the Regional Transportation Plan 2010 Update. The Salt River Pima-Maricopa Indian Community (SRPMIC) requests to reprogram their FY 2013 PM-10 dirt road paving project due to external factors not within their control. The SRPMIC request includes revisions to the location of some sections to be paved to address actions taken by the utility company Salt River Project. The request includes dividing the project into right-of-way and construction phases to address right-of-way actions that were not discovered in the scoping of the project at the Arizona Department of Transportation (ADOT) when the Community made its initial deferral request, and deferring the construction phase of the project to FY 2015 to address time required by the Bureau of Indian Affairs to review right-of-way actions. This is the second request to defer the construction of the project since the adoption of the MAG Federal Fund Programming Guidelines and Procedures (Guidelines) on October 26, 2011. The Guidelines allow for only one project deferral, but through Section 900 Appeals Process, offer relief to allow the project sponsor to present their request through the MAG committee process. On September 11, 2012, the Street Committee recommended approval of the Community's request to revise the sections to be paved,

and to defer the project to FY 2015. A clarification on MAG right-of-way policy was requested before the recommendation to reduce \$1 million from the construction phase and program and \$1 million on the right-of-way phase of the project. On October 25, 2012, the Transportation Review Committee recommended approval.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2011-2015 MAG Transportation Improvement Program (TIP). The amendment and administrative modification involve several projects, including revisions to several Arizona Department of Transportation Freeway Life Cycle projects, changes to Highway Safety Improvement Program projects, and changes to Safe Routes to School projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination. Comments were requested by November 30, 2012.

5G. Recommendation of Prioritized List of Proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ Funding

The MAG Management Committee, by consent, recommended approval of a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ funding. The FY 2013 MAG Unified Planning Work Program and Annual Budget and the FY 2011-2015 MAG Transportation Improvement Program contain \$900,000 in FY 2013 Congestion Mitigation and Air Quality Improvement (CMAQ) funding to encourage the purchase and utilization of PM-10 Certified Street Sweepers. An additional \$346,973 in CMAQ is available from sweeper projects that have been requested to be deleted and from savings on sweepers that have cost less than anticipated, for a total amount of \$1,246,973. All of the six sweeper projects for FY 2013 may be funded with the \$1,246,973 in available CMAQ. On October 25, 2012, the MAG Air Quality Technical Advisory Committee (AQTAC) recommended a prioritized list of proposed PM-10 Certified Street Sweeper Projects for FY 2013 CMAQ funding. Prior to the AQTAC recommendation, the MAG Street Committee reviewed the proposed street sweeper applications on October 17, 2012, in accordance with the MAG Federal Fund Programming Guidelines and Procedures.

5H. Approval of Draft July 1, 2012 Maricopa County and Municipality Resident Population Updates

The MAG Management Committee, by consent, recommended approval of the draft July 1, 2012 Maricopa County and Municipality Resident Population Updates provided that the Maricopa County control total is within one percent of the final control total. MAG staff has prepared draft July 1, 2012 Maricopa County and Municipality Resident Population Updates. The Updates, which are used to prepare budgets and set expenditure limitations, were prepared using the 2010 Census as the base and updated with housing unit data supplied and verified by MAG member agencies. Because there may be changes to the Maricopa County control total by the Arizona Department of Administration, on October 30, 2012 the MAG Population Technical Advisory

Committee recommended approval of these draft Updates provided that the County control total is within one percent of the final control total.

5I. Maricopa County Resident Population and Employment Projections

The MAG Management Committee, by consent, recommended approval of the Maricopa County resident population and employment projections for 2010, 2015, 2020, 2025, 2030, 2035, and 2040 provided the Maricopa County control total is within three percent of the final control total. According to Executive Order 2011-04, the Arizona Department of Administration (ADOA) is responsible for preparing an official set of population projections for Arizona and each of its counties. ADOA has prepared a set of draft resident population projections for Maricopa County consistent with the 2010 Census. MAG has also developed draft employment projections which are consistent with the ADOA population projections. Because there may be changes to the State and county projections totals by ADOA, on October 30, 2012, the MAG POPTAC recommended approval of the draft ADOA 2010 to 2040 population projections for Maricopa County; and the draft 2010 to 2040 employment projections for Maricopa County provided the Maricopa County control total is within three percent of the final control total. The projections are for 2010, 2015, 2020, 2025, 2030, 2035, and 2040. They will be used as the control totals from which MAG will develop a set of sub-regional projections that will be brought to the Management Committee and Regional Council in 2013.

5J. Proposed 2013 Revisions to the MAG Standard Specifications and Details for Public Works Construction

The MAG Standard Specifications and Details Committee has completed its review of proposed revisions to the MAG Standard Specifications and Details for Public Works Construction. These revisions have been recommended for approval by the committee and are currently being reviewed by MAG member agency Public Works Directors and/or Engineers. It is anticipated that the new 2013 edition will be available for purchase in early January 2013.

6. Arterial Life Cycle Program Project Removal and Gilbert Road Light Rail Extension

Jorge Luna, MAG staff, stated that the City of Mesa is requesting to remove federal Surface Transportation Program (STP) funds from sixteen (16) Arterial Life Cycle Program (ALCP) projects and use the funding to design, purchase right-of-way, and construct a 1.9 mile light rail transit (LRT) extension on Main Street, from Mesa Drive to Gilbert Road. Since the funding stream that is associated with the 16 street projects does not align with the timing needed for the light rail construction, Mesa would provide interim funding using Transportation Project Advancement Notes (T-PAN), which would be paid back with federal STP funds. Mr. Luna stated that reimbursements to Mesa would be subject to any changes in the ALCP schedule.

Mr. Luna stated that the average daily ridership on the light rail system is 50,000, a number that exceeds the 20-year forecast. He stated that the Sycamore Station, which is the end of the light rail line in the East Valley, accounts for nearly ten percent of the light rail ridership and has seen a 16.3 percent increase in ridership between 2009 and 2011.

Mr. Luna stated that Gilbert Road provides a better end of line station than Mesa Drive because it provides better north/south access, is nearby downtown Mesa and has connections to Loop 202, SR-87, and the Santan Freeway. He noted that the average daily ridership for the Central Mesa extension, currently under construction, is projected at 4,500 and the Gilbert Road Extension is projected to add another 4,000 riders daily.

Mr. Luna explained that regional sales tax funds from Proposition 400 cannot be moved between programs but federal funds can be moved. For example, Surface Transportation Program (STP) funds can be used for a wide variety of projects, including transit projects. Mr. Luna stated that Mesa has identified federally funded, Mesa ALCP street projects that are low priority or are unlikely to be completed. He reported that Mesa will issue financing since project funding requirements and payments to Mesa will be subject to ALCP schedule adjustments.

Mr. Luna advised that the addition of a light rail extension of over one mile triggers the RTP Major Amendment Process under the statutory provisions of Proposition 400. He added that the removal of street projects does not trigger the RTP Major Amendment Process, which applies only to transit and freeways.

Mr. Luna stated that the ALCP projects proposed for deletion include Meridian Road, Higley Road Parkway, projects that are now the responsibility of a developer, or projects no longer needed in the timeframe of the ALCP.

Mr. Luna stated that the Meridian Road project borders the jurisdictions of Maricopa and Pinal Counties, and he added that there is little development on the Pinal County side of the street. He reported that the project is not needed in the planned time horizon due to a change in the rate and pattern of development, and additionally, there are major drainage issues east of Meridian Road.

Mr. Luna stated that the Higley Road Parkway project was originally envisioned as a north/south parkway. He said that the project proposed grade separated intersections, which would severely restrict access to businesses on Higley Road. In addition, constructability issues and neighborhood impacts make this project not feasible.

Mr. Luna stated that road projects on Guadalupe Road and Baseline Road would be the responsibility of developers. He noted that maps in the agenda packet show the configurations and reasons the projects were proposed to be deleted from the ALCP. Mr. Luna pointed out the unimproved areas and said that they anticipate that improvements to the roadway will be made by the developer when the adjacent land is developed. He noted that the economic downturn could not have been anticipated ten years ago.

Mr. Luna stated that Country Club and Brown intersection project was to be improved to provide three through lanes, however, Country Club is a six-lane roadway and Brown Road is a four-lane roadway near Country Club. Mr. Luna stated that MAG ran an analysis on this intersection with the current configuration and the results showed that improvements to the intersection are not needed due to low projected traffic volume.



Mr. Luna stated that another project is Thomas Road north of Loop 202, which borders in part the Salt River Pima-Maricopa Indian Community. He stated that improvements are not needed as there is no development nearby and low traffic volume is anticipated.

Mr. Luna stated that the Gilbert Road Light Rail Extension project cost estimate totals \$133 million (\$112 million in construction and \$21 million in interest). He advised that Mesa's cost responsibility will be \$7.2 million, which represents the 5.7 percent local match required for federally-funded projects, and will be covered by savings from other projects.

Mr. Luna stated that the Transportation Policy Committee and MAG Regional Council had taken action for approval of this request, which triggered consultation on the proposed Major Amendment. He advised that the Major Amendment process requires that formal votes be taken by the Maricopa County Board of Supervisors, the Regional Public Transportation Authority (RPTA), and the State Transportation Board. He stated that the cities, towns, Indian communities, and CTOC can submit comments but do not need to vote.

Mr. Luna stated that following the Major Amendment consultation, the item would be brought back to the MAG Management Committee, Transportation Policy Committee, and Regional Council for action in January 2013 to amend the Regional Transportation Plan and Transportation Improvement Program to incorporate the changes, pending air quality conformity. After the finding of conformity, action to amend the Regional Transportation Plan and Transportation Improvement Program is anticipated in February 2013.

Chair Cavazos thanked Mr. Luna for his report and asked members if they had questions.

Mr. McClendon asked if the \$7.2 million to be used for Mesa's local match from project savings was realized from projects in Mesa. Mr. Luna replied that was correct.

Vice Chair Isom read a statement into the minutes. "I understand this isn't before us for approval, as MAG Management's Approval is not part of the Major Amendment Process. So, I appreciate Dennis and MAG giving us an opportunity to provide comment. While I support this project and the concept for light-rail, my comments pertain to an associated process. If you recall back in October of 2011, we reviewed the guidelines for CMAQ funding. I expressed, then, my desire for greater City Council involvement in the application process and a City Council's ongoing involvement through a periodic resolution process in an effort to increase transparency in the Life Cycle Program. Subsequently, this past September 2012 we were asked to approve a Rebalancing of the Life Cycle Program, which effectively delayed projects in the ALCP without regard to jurisdictional priorities. Now, we are seeing a community state that sixteen (16) projects in the ALCP, valued in excess of \$153 million, are no longer a priority. For better or for worse this revelation moves me to request that the MAG Management Committee consider convening a new working group to review the guidelines, focusing on measures to increase awareness regarding a member agency's commitment to projects in the Life Cycle and other MAG programs. I believe there may be projects in the ALCP that are no longer a priority. For example, El Mirage dropped a trail project about a year ago. By eliminating these kinds of projects it may eliminate or lessen

the need to delay projects in the future.” Vice Chair Isom expressed support for light rail and this item.

Mr. Smith stated that the Guidelines used in the MAG process were presented by Eileen Yazzie approximately one year ago and one full cycle has been completed. He remarked that as with any process, it is a good idea to take another look, and a group of managers could be convened to review the guidelines and see if there is any tuneup that needs to be done. Mr. Smith stated that the City Council Resolution concept was brought up before, was fully vetted, and the decision was made not to take a city’s project all the way through its city council, especially in larger cities. He stated that the Management Committee has the authority to set up a group and if the committee wished, he would send out a memorandum to the Management Committee regarding convening a group to share their thoughts on the Guidelines and whether they need to be fixed.

Mr. Banta applauded Mesa for taking the opportunity to move funds and advance transit in the Valley. He said that he thought that everyone in these financial times needs to look closely at finances as we look to advance our infrastructure. Mr. Banta stated that he looked forward to expanding transit in the City of Mesa.

Mr. Brady stated that the City of Mesa tries to use its dollars in ways that make the most impact for the community. As Mesa evaluated its transportation system, it became obvious that some of the projects were far out in the future, on the edge of the city, or in areas where growth was anticipated but has been forestalled. Mr. Brady noted that the top boarding light rail station in the entire system is the end-of-the-line station in Mesa, and most of its riders are coming from the far eastern parts of the Valley. Mr. Brady stated that the residents are very excited about this opportunity. It has been vetted very publicly and was a council strategic initiative. Mr. Brady stated that Mesa feels very comfortable that this project is supported by the community and the city council. He stated that Mesa took the reductions when the ALCP program was rebalanced and took the opportunity to reprioritize. Mr. Brady stated that he was not saying those arterial projects would never be built, Mesa is just saying they will not be done in the near future. He stated that construction on the expansion could be underway even before construction is complete on the current project. Mr. Brady said that this project will benefit the entire system.

Mr. Smith stated that Mesa is taking the risk with this request and will be repaid when ALCP reimbursement was originally scheduled. If ALCP funding slides or federal funds are impacted, Mesa will have to figure out a way to pay its loan.

Mr. Ligocki stated at as part of the Major Amendment process, the Board of Supervisors will provide written comments as required statutorily. He said that the Board will discuss the amendment at an informal session on November 13 and is anticipated to make formal approval of the comments at the meeting on November 14.

Chair Cavazos stated that Mr. Smith would coordinate the process for this evaluation. He applauded Mesa for its innovation and creativity.

7. Intelligent Transportation Systems Strategic Plan 2012

Sarath Joshua, MAG staff, reported on the Intelligent Transportation Systems (ITS) Strategic Plan 2012, which was developed by the MAG ITS Committee. He noted that the committee is chaired by Debbie Albert, Glendale Traffic Engineer. Dr. Joshua stated that ITS refers to a number of technology applications that play a critical role in managing traffic and transportation systems. Dr. Joshua stated that the Plan will be used by the ITS Committee when making recommendations on projects for MAG funding, and plans and studies that will be included in the MAG Work Program.

Dr. Joshua stated that state and local agencies make significant contributions to ITS technologies and use the technology to manage traffic operations. He said that the key changes from the previous plan are the transition from projects to programs and emphasis areas, establishing ITS investment targets for TIP programming and addressing both regional and local ITS priorities.

Dr. Joshua stated that four focus areas for regional ITS investments were identified in the Plan: freeway operations, transit operations, arterial traffic operations, and arterial safety enhancements. He said that there are new concepts called Active Traffic Management and Integrated Corridor Management for achieving a higher level of coordination between freeways and arterials. Dr. Joshua stated that a pilot project is being planned for the Interstate 10 west corridor. He stated that the Plan recommends expanding NextRide information services and transit signal priority. Dr. Joshua stated that another new recommendation in the update is HAWK signals to improve safety for pedestrians while maintaining traffic flow.

Dr. Joshua stated that the Regional Transportation Plan includes about \$6 million per year for ITS projects. He said that the Plan has established the funding targets: 50 percent for Arterial ITS projects, 25 percent for Integrated Corridor Management projects, 20 percent for ITS projects for Safety, and five percent for local agencies' own ITS plans.

Dr. Joshua then reviewed the steps to implementing the ITS Strategic Plan, and the interaction between MAG and the agencies that utilize ITS. He explained about AZTech, a voluntary group that comes together to discuss traffic operations. Dr. Joshua stated that project ideas could originate at the AZTech forum and brought forward to the MAG ITS Committee. Dr. Joshua stated that the plan is based on executing the MAG role of planning for essential ITS technologies.

Chair Cavazos thanked Dr. Joshua for his report and asked members if they had questions.

Mr. Ligocki extended the compliments of the County to MAG staff on this plan. He said that there had been a lot of good dialogue and optimized relationships. Mr. Ligocki stated that the focus areas really made a lot of sense and the County's ITS specialists are very pleased.

Mr. Smith noted that Dr. Joshua is considered a national expert in the fields of ITS and safety and is often asked by the Federal Highway Administration to speak to national groups.

Mr. Crossman moved to recommend approval of the MAG ITS Strategic Plan 2012. Mr. Ligocki seconded, and the motion passed unanimously.

8. Solid Waste Best Practices in the MAG Region

Julie Hoffman, MAG staff, reported that at the October 12, 2011, MAG Management Committee meeting, members expressed interest in reconvening the MAG Solid Waste Advisory Committee to share ideas on best practices. She noted that since the first meeting was held in February 2012, the Committee has heard several presentations on successful solid waste projects and programs occurring within the region.

Ms. Hoffman stated that in August 2012, a questionnaire was distributed to the members of the MAG Management Committee requesting assistance in compiling a list of solid waste best practices. She said that a total of 31 best practices were submitted. Ms. Hoffman added that three best practices were just recently received, which will be incorporated into the best practices report following the meeting. She indicated that the report showcases the innovative programs being implemented by the MAG member agencies. Ms. Hoffman then reviewed the best practices.

Ms. Hoffman stated that Glendale, Phoenix, and Queen Creek have identified same day trash and recycling as a best practice. She said that Phoenix and Glendale have reported cost savings and route efficiencies by moving to same day pickup. Queen Creek has offered same day collection since it began its curbside program and has reported efficiencies such as street sweeping since bins are only out one day per week.

Ms. Hoffman discussed recycling programs identified in the report as best practices. She stated that the Scottsdale Commercial Recycling Program has resulted in a decrease in the amount of trash collected, for example, the Scottsdale Unified School District has reduced its trash collection from five days to three days with a goal of two days. Ms. Hoffman stated that last year, Wickenburg expanded its recycling program to curbside for residences and small businesses, and is in the process of expanding it to include multi-family units and larger commercial sites.

Ms. Hoffman stated that education and outreach are critical components of recycling programs. Avondale, Chandler, Mesa, Queen Creek, and Tempe have identified education and outreach efforts as best practices. She noted that many programs include informing students on the importance of managing waste through reducing, reusing, and recycling. Tempe has a program where they use a 32-foot trailer called the Education Recycling Information Center (ERIC) full of interactive displays. Avondale uses a cast of characters, including Bulk E. Pile, to educate, inform and encourage residents to be good stewards of the environment.

Ms. Hoffman stated that some cities have found different ways to divert materials from the landfills. The Chandler Trash to Treasure Program retrieves gently used items, many times brought in for disposal, and donates them to nonprofit organizations. Ms. Hoffman stated that the Goodyear Electronic Waste Recycling Program diverted 7.5 tons of material in the last fiscal year.

Ms. Hoffman reported on green waste diversion programs identified as best practices, which include the Goodyear Christmas Tree Drop-off Program, Litchfield Park Clean Up Day, Maricopa County Waste Diversion and Reuse Program, and the Tempe Green Waste to Compost Program.

Ms. Hoffman stated that one challenging aspect of solid waste is household hazardous waste. She noted that Chandler, Gilbert, Glendale, Goodyear, Litchfield Park, and Tempe have identified programs associated with household hazardous waste collection as best practices. Ms. Hoffman stated that Chandler, Gilbert, and Tempe have permanent facilities where 80-90 percent of materials collected are reused or recycled. She said that Goodyear and Litchfield Park work in cooperation with other West Valley communities to hold hazardous household waste collection events, and Glendale provides a home collection service for its residents.

Ms. Hoffman stated that there are also best practices included in the report associated with operations. For example, the Peoria Hydraulic Leak Prevention Plan has resulted in more than 200 days without a leak, a first for the Solid Waste Division; in Phoenix, Automatic Vehicle Location equipment provides real time data on operational activities; and the Salt River Pima-Maricopa Indian Community has identified safety, emergency, and special waste procedures at its landfill as best practices, which are critical to protecting the employees and public.

Ms. Hoffman discussed other innovative programs included in the report. She mentioned the Queen Creek Inspection Program for its trash and recycling bins. She noted that the Glendale Landfill Gas-to-Energy Facility uses the methane gas from decomposing trash to generate electricity for approximately 750 homes. Mesa has a partnership with the East Valley Institute of Technology for the refurbishment of Mesa's front-load bins by the Institute's welding students. Phoenix offers its Phoenix Bag Central Program at grocery stores to encourage residents to bring in their plastic bags, which cannot be recycled in the blue recycling bins.

Ms. Hoffman stated that the solid waste best practices demonstrate the great strides being made in the region to reduce the amount of materials being sent to landfills. She said the programs have really engaged the community in sustainable practices.

Ms. Hoffman then reviewed next steps for the Solid Waste Advisory Committee. She said that the Committee is looking at producing a recycling video showcasing the MAG member agencies and the programs provided. Ms. Hoffman stated that the Committee will also be working to obtain regional solid waste management statistics. She said when the Committee was reconvened, members took part in a survey, which showed they were interested in obtaining statistics on solid waste facilities and programs, recycling tonnage and acceptable materials, solid waste rates, and diversion rates.

Ms. Hoffman stated that MAG staff also held informal discussions in the East Valley and West Valley and spoke with the Solid Waste Advisory Committee Chair and Vice Chair regarding other areas for the Committee to discuss. Items mentioned that did not make the cut include: plastic bag bans; zero waste initiatives; pay-as-you-throw programs; and mandatory commercial recycling. However, these items are still under consideration. Ms. Hoffman asked members of the MAG Management Committee to contact MAG staff if they have any other issues for the Solid Waste Advisory Committee to address.

Ms. Hoffman concluded her presentation by expressing appreciation to the member agencies for their solid waste management efforts and for sharing their best practices. She added that input is welcome.

Chair Cavazos thanked Ms. Hoffman for her report. No questions from the committee were noted.

9. Early Phase Input Opportunity Report

Jason Stephens, MAG staff, reported on input received during the Early Phase Input Opportunity on the 2014-2018 draft listing of projects for the Transportation Improvement Program.

Mr. Stephens stated that MAG has an adopted four-phase public involvement process – early phase, mid phase, final phase and continuous involvement. This Early Phase provides residents with their initial opportunity to provide input into the Valley’s regional transportation plans and programs before MAG policy committees take action. Mr. Stephens stated that a new participation guide was recently developed that outlines MAG’s roles and responsibilities and is a roadmap for residents on how they can provide input into the planning process.

Mr. Stephens stated that during the early phase, MAG received public comment at its policy committees, as well as at small and large group presentations, and via a direct mailing. He advised that approximately 4,000 postcards were distributed to solicit input on the updated TIP and Plan. MAG received several responses for project suggestions related to safety, intelligent transportation systems, bicycle projects and dirt roads that were identified for paving. These suggestions were forwarded to member agency staff for consideration and are included in the report.

Mr. Stephens displayed a summary of questions/comments received during the Early Phase. He stated that during the mid and final phases of the public involvement process, residents are provided formal written responses. In the Early Phase, all input received was responded to either during the presentation or event, or responded to within 48 hours. Mr. Stephens noted that most of the comments were transit related, and they rarely receive freeway comments.

Chair Cavazos asked for clarification of the comment that sidewalks need to be relocated before developers start building. Mr. Stephens replied that the comment had been received through a telephone call and Mr. Stephens had passed it on to city staff but had not heard back. Chair Cavazos asked Mr. Stephens to let him know if further detail was received because he was trying to understand the comment.

10. Request for Future Agenda Items

Topics or issues of interest that the Management Committee would like to have considered for discussion at a future meeting were requested.

No requests were noted.

11. Comments from the Committee

An opportunity was provided for Management Committee members to present a brief summary of current events. The Management Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

No comments were noted.

Adjournment

There being no further business, Mr. Hillman moved, Mr. Crossman seconded, and the meeting was adjourned at 1:00 p.m.

---

Chair

---

Secretary